SECTION No. XVII

Previous references Sec: XVI of. 16 G. of 1934-35-36. File No. 16/G of 1936-37-38

Later references P Serial Nos.

p. 88(c)

RAILWAY SECRETARIAT

— 1936

SUBJECT

Chamaraj anagar - Saligramangalam

Extension

=

WD 117—GPB—3,000—30-7-35

Secretariat | File No. | of 193 .

Serial No.

Slip P.U.D.

D. O. no. 415/36 of 28. 12. 936 from the Private Secy., to the H. E Governor of Madras.

—

16 In accordance with the Dewan minute of 29. 12. 36 on the P. U. D., draft forwarding a copy of the DO question to the Agent, Mysp. Rys., is submitted for favour of appn.

29/12

17. Appd.

29/12

18) Issued DO No. Rs. 1195 30-12-36

P.U.D

19) Letter no. F. 72-36/R.O.II of 28.12 from the Secretary to the Hon'ble the in Mysore, Re:- Chamarajanagar. Satyam Railway.

—

Slip P.

20. Our letter to the Residency in the case is contained at Slip P.

P.U.D

21. In reply to this, the Residency State that in the opinion of the Govt. of India fresh Engineering and Traffic Surveys are essential before considering

NOTE—Contn. Sheet.

WD 1920—GPB—5,000—25-5-36

the project, and that if the Mysore Govt., desire the Surveys to be undertaken, arrangements will be made by the Govt: of India to place the work in hand as soon as its cost is deposited with the S. I. Ry., Administration.

22) The remarks of the Agent, may perhaps be obtained in this case. A copy of the Residency letter was submitted to the Dewan in the Daily Report.

Subst
VB
26/1

23 Yes.

RCM
26/1/37

MS
27.1.37

24 Agent. Subst with a draft for favour of appl.

VB
28/1

RCM
28/1/37

25) Issued R. S. no. 1406 of 28-1-37 × Sup PWI

Letter no: 391 of 4-2-1937 from the Agent, Mysp. Rys. Re:- Chamarajanagar Satyamangalam Ry.,

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26) The Agent, Mysp. Rys., was asked to offer his remarks on the proposals of the Govt: of India in regards to the above. Sup. ×

Serial No.

Sup X

P.U.D

27) From the Residency letter it will be seen that the Govt: of India are definitely of opinion that before deciding upon the construction of this line, fresh traffic and Engineering Surveys are essential; the cost of Surveys being borne by the Mysore Govt.,

26 The Agent is of opinion that the Railway Board should be asked to declare beforehand the object of the Survey and what financial result they expect before taking up the construction. If the result of the Surveys show a return of 3 to 4% on capital cost and if the Railway Board guarantee the construction of the line then we may agree to contribute a share of the cost of the Surveys. If on the other hand, Surveys have to be taken up without any previous understanding as to the return that would justify construction, no contribution by this Govt., would be justifiable.

Subl.

Rdb 6/2/37

6/2 29) Put up a draft reply to the Resident on the lines of the Agent's letter.

MS 8/2

W

NOTE—Contn. Sheet.

WD 1920—GPB—5,000—25-5-36

File No. of 193 . Railway Secretariat

29) Subs with a draft for favour of approval as per orders contained in para 66 of Notes.

8/13/9/2

30) I have put up another draft. Please prepare fair draft + submit

31) Fair draft submitted.

8/13/10/2

32) For approval & orders.

11.2.37

Dewan)

RAILWAY SECRETARIAT 12. FEB. 1937 GOVERNMENT OF MYSORE.

33) 12-2-37

34) Issued Notes. 1507 of 15. 2.1937

DEWAN'S OFFICE 11 FEB. 1937 No. 3239

227/313
11.2.37.

9

Railway Secretariat | File No. | of 193 ..

Serial No.

OFFICE OF THE SECOND MEMBER OF COUNCIL.
14 JULY 1937
NO. 282

Letter No: F. 72-36/R.O. II of 8-7-937, from the Secy., to the Honble the Resident in Mysore. Re:- Ramarajanagar - Satyamangalam Railway extension

36. The Railway Secretary's note on the P.U.D.

"For perusal in the first instance. The view taken by the G. of I. is not very encouraging".

Dewan). Initd. B.T.K. 9-7-937.

"No - but not altogether unfavourable. We must go on pressing the matter. The Agent, may be consulted".

Initd. M. M. I.

37. Before referring the file to the Agent, Mys. Rys. for remarks, it is for orders whether this may not be submitted to the Members of Council for favour of perusal; the case being of an important nature.

Initd Rly Secy 13/7. 38) For perusal 1st Member & 2nd Member 39) 14.7.37

Certainly. This should be done in all important cases MMS 14.7.37

RAILWAY SECTT: No. 17/64 Date 14.7.37

WD 1920—GPB—5,000—25-5-36

14/7

RAILWAY SECTT: No. Date 16-7-37

157/37 16.7.37

41) Forwarded, with compliments, to the Agent, Mys. Rly. for favour of remarks.

B.O.

M. Krishnamurthy
for Secretary to Govt of Mysore.

16/7.

RAILWAY SECTT:
No. 18/64
Date 16.7.37.

42) I discussed the question again with Sir Guthrie Russell, at Madras, on the 6th of this month, and he is still of opinion that fresh Engineering and Traffic Surveys of the proposed extension are essential in order to enable the Railway Board to decide whether the line should or should not be constructed irrespective of the agency of construction.

RAILWAY SECTT:
No.
Date 2-9-37

MSG
2/9

What is the proposed offer reply? It is not in the file.

MK
2/9

Subd) Reference is requested to Slip A for the proposed draft reply.

BNB
2/9.

MSG
2.9.37

43) I find that on the following day the 7th, a deputation of the Mysore Chamber of Commerce led by the Vice President Rao Sahib C.Hayavadana Rao waited on the Chief Commissioner and according to the Press Report the following reply appears to have been given again on the above subject:--

"With regard to Chamarajanagar-Mettupalayam Railway Project Sir Guthrie Russell replied to the deputationists that the matter would receive consideration at the hands of the Railway Board provided the Mysore Government saw its way to finance a re-survey of the project both from the points of view of Engineering and Traffic. The cost of such a survey -- might be very roughly estimated at about a lakh and a half rupees, which eventually, if the project went through, would be divided among the participants in the Railway system, when it was carried out."

Railway Secretariat | File No. | of 193

Serial No.

44) There was no doubt in my mind after my discussion with Sir Guthrie Russell that the chief consideration weighing with the Railway Board is the extent of traffic that will be diverted from existing lines owing to the short circuiting of them and it is only for this reason that they want these surveys in order to delay the project.

45) I am also convinced that unless Government agree to these surveys at their own cost the project will be shelved more or less for good, while if they do agree to the surveys they will have a very strong bargaining position in future.

46) I have put up a draft on these lines for submission through the Residency which I feel may require some alteration in wording, but which I trust will form the basis of a reply.

A g e n t,
Mysore Railways.

W.O.M.32
11/9/37

Railway Secretary)
with compliments.)

47) The traffic and Engineering Survey will involve the Govt. in an Expre of Rs 1½ lakhs. As the agent says that if this Survey is not agreed to, the Scheme

NOTE—Contn. Sheet.

WD 1920—GPB—5,000—25-5-36

12

File No. of 193 | Railway Secretariat

would not make any progress, it is for consideration whether we may not agree to this condition. But I submit that our acceptance of this condition should itself be subject to the understanding that the Survey should be undertaken definitely with a view then to help the construction of the line solely with reference to public convenience and the case for the State and not with reference to its effects on other Railways.

48) As regards the agency to conduct the Survey, Mr. Sinclair gave me to understand that Sir Guthrie Russell had informed him that if necessary an independent and impartial agency would be deputed to conduct the Surveys.
An alternative draft to that suggested by the agent is also put up for consideration.

Deputy Secy. thro' Joint Secy.

6-9-37

RAILWAY SECTT: No. 52/64 Date 16.9.37

FINANCIAL SECRETARIAT U.O.No.Fi.262/A. 6. SEP. 1937

RAILWAY SECTT: No. Date 23.9.37

49) The tenor of the Residency letter is not satisfactory. It clearly indicates that the Government of India is unwilling to take up the proposed extension apparently on the ground that there will be loss to the M. & S.M. and S.I. railways on account of diversion of traffic. The reasons adduced are mere

D

Serial No.

F 262/4

excuses for putting off the proposal.

50 In para 3 of the Residency letter, it is stated that "the Crown representative is not in a position to give an unqualified assurance that the proposed line will be constructed, if it meets the test of remunerativeness above referred to, as a variety of causes, at present unknown, may render this impossible." This is a broad ~~xxxxx~~ hint that even if we agree to bear the entire cost of survey and even if the project is found to be remunerative, they will with-hold permission for construction on some ground or other. It would therefore appear that we would be unnecessarily throwing away our money without justification if we agree to bear the ~~x~~ entire cost of survey which amounts to a large sum of about Rs 1½ lakhs. I think that we should adhere to our original proposal to meet only a portion of the cost.

51) The main reason urged by the Government of India in June 1936 for not being able to bear the cost of survey, was that in the then financial position of Railways they would not be justified in contemplating the possibility of such a loss. The financial position of the Indian Railways has since improved considerably and it may be brought to the notice of the Government of India that this argument does not

NOTE—Contn. Sheet.

WD 0284—GPB—30,000—13-4-37

16

File No. of 193 . | General and Revenue Secretariat

hold good now.

52) When the position taken up by them is manifestly unfair, it seems far better not to acquiese in it but to protest against it and add it to our list of grievances against that Government so that at a convenient time we may confront them with all such unreasonable and unsympathetic decisions.

53) ~~It is only a~~ Government ~~which~~ does not care for the well being of the people, ~~who~~ can accept as reasonable an arrangement under which all traffic is to take an unnecessarily round about route involving obvious economic loss to the country.

DEWAN'S OFFICE
23 SEPT. 1937
No....2134....

RAILWAY SECTT:
No.121/64.....
Date 23.9.37....

RAILWAY SECTT
No.171/64.....
Date 24.9.37

For Disposal at a meeting.

No. C. 110

of 1937-38

GENERAL AND REVENUE SECRETARIAT.

Council Matter.

Subject

(clause.....of the schedule)

55) Letter from the Residency re: Chamarajanagar-Satyamangalam-Mettupalayam Railway Extension.

56) *Circulated to the Members of Council.*

By Order,

25th Sept. 1937. *Chief Secretary to Government.*

57) **First Member of Council.** 27/9

24/9/37 **Second Member of Council.** 28/9/37 Rly Secy.

28/9

Submitted

P. 1110

(b)

Sub: Chamarajanagar – Mettupalayam Railway Extension

Sd/-
Secy. for instructions if the Board is asked to discuss this matter with Sir Guthrie Russell as he had proposed to do. 1/30, it will be taken to Delhi

29/10

No – I have no manuscript file record

29/10

30/10

For favour of instructions as to whether this case is to be put up again for consideration at the next meeting of the Council, or whether the question is deferred indefinitely.

Submitted
CJB
20/10/37

Matter put up at Bangalore.
1115
21/10

Matter put up at the next Council meeting.
1115
28/10

1115
27/10

17 (3)

Subject. -

Letter from the Residency re:
Chamarajnagar-Satyamangalam-Mettupalayam
Railway Extension.

Deferred 8/10

.....

OPINION OF THE COUNCIL.

(9) C. 110

4182

Subject. -

59) Letter from the Residency re: Chamarajanagar-Satyamangalam-Mettupalyam Railway Extension.

The draft may be revised. MMS

. . .

OPINION OF THE COUNCIL.

60) Revised draft is Subd. I regret the delay in the Submission of the same.

Dewan). MMS 22/12

61) Revised draft approved.

MMS
11-1-38
CB.
MMS
11.1.38

Re Channarayanapatna - Satyamangalam Kempalayam Agy Enclosure

General and Revenue Secretariat | File No. 9 of 193 . | [App. F. III—2

Serial No.

OFFICE SECOND MEMBER 1938 15 JAN. 1938 No. 57.29

OFFICE OF THE FIRST MEMBER OF COUNCIL JAN 15 1938 4495

No. Pol. 760/CB. dated 12.1.1938

To. The Secretary to the Resident in Mysore.

62) States that while, in the circumstances explained, the Govt. of Mysore consider that it is unnecessary to undertake fresh surveys and that even if they are to be undertaken it would be unfair to expect them to bear the entire charges on this account, they are prepared in the last resort, should the Govt. of India still insist upon it, to agree to the surveys being carried out at their cost on the understanding that if such surveys are favourable the Govt of India will agree to the proposed extension.

For perusal.

1st member
2nd member

MK 14.1.38

63) JPL 15/1

64) RMM 17/1/38

65) No. 1953/CB. dated 19.1.1938 to the Agent, M.S.R. MK 17.1.38
Forwards a copy of the letter sent to Resy for info.

Railway Sectt)

NS. 19.1.38

NOTE—Contn. Sheet.

WD 0284—GPB—30,000—13-8-37

Railway Secretariat | File No. | of 193

Serial No.

M.

66) Letter No. R. Dis. F. 134-38/R.O. II dated 25th March 1938 from the Secretary to the Hon'ble the Resident in Mysore, re: Chamrajanagar-Satyamangalam-Mettupalaiyam Railway extension.

OFFICE OF THE SECOND MEMBER OF COUNCIL, 30 MAR 1938, No. 7270

M

67) Before taking any further action, the Residency letter may perhaps be submitted to 1st and 2nd Members of Council for perusal in the first instance.

Subd 29/3 29/3.

Subd for perusal

29/3/38

68) First member

69) Second member.

30/3

30/3/38

31/3

31/3/38

RAILWAY SECTT. 286/1932 29.3.38

OFFICE OF THE FIRST MEMBER OF COUNCIL, MAR 29 1938, No. 6716

RAILWAY SECRETARIAT 31 MAR 1938

31.3.

NOTE.– Contn. Sheet.

WD 1220—GPB—3,000—4-2-38

Railway Secretariat | File No. | of 193 :

	Serial No.	
P. W. D.	70.	Letter No. R. dis No. F. 134-38 R. O. II of 25-3-1938 from the Secretary to the Hon'ble the Resident in Mysore, Re Proposed Chamarajanagar - Satyamangalam - Mettupalaiyam railway extension.
flag F	71.	In reply to letter no: Pol. 760/C.B. the Residency State, that the Crown Representative, in Consultation with the Government of India, Considers, that the lapse of time since the proposed extension was discussed in 1935 renders it more desirable, that new Engineering and Traffic Surveys, which are required primarily to enable the proposal of the Mysore Government for railway extension to be Considered, should be made and the Cost borne by that Government.
	72.	It is also stated, that until the results of the Surveys have been examined no undertaking can be given to the effect that the proposed extension will be Sanctioned, and that in any Case, the loss to the existing railways due

NOTE.– Contn. Sheet.

WD 1220—GPB—3,000—4-2-38

due to short circuiting of traffic will have to be taken into account when considering results of the Surveys.

73) It is, therefore, considered essential that the Surveys should be conducted by officers selected by the Government of India, though there would be no objection to an officer of the Nepal Government being associated with them.

74) It will be seen from the previous Correspondence on the Subject, that the Nepal Government have agreed to undertake heavy responsibilities far in excess of those which in ordinary course, could be reasonably expected to be shouldered by them, all solely with a view to meeting the objections raised by the Government of India on financial & other grounds, and still the Government of India feel unable to accept the reasoning advanced by this Government.

75) The only alternative, would, therefore, appear to be, to send a copy of the Residency letter under reference to the Agent.

F. 3 M & F

Railway Secretariat | File No. | of 193 .

Serial No.

Paras 52-53 ref.

Agent, M. S. Rly, for remarks if any.

76) Kind reference is also invited in this connection to the financial Secy's note of 22-9-1937 and especially to paras 52 and 53 thereof.

Subd.
2/4.

77) There are no fresh points on which the Agent has to be consulted. The Govt. of India insist on the entire cost of the Surveys being met out of State funds. If this is not agreed to, the proposal will perhaps be dropped, and if the Surveys conducted by the Govt. of India in the manner indicated by them, result in showing that the Scheme will be uneconomical, the Scheme will not be sanctioned. We are placed on the horns of a dilemma, and are incurring an Expre of Rs 1½ lakhs on Surveys is practically a risk. The cause object we are espousing is a higher one than mere financial juggling. The risk seems well worth running. We shall have been, at least, the satisfaction that we have done our best for promoting the well being of Travancore & India.

2.4.38

Dewan Pesh'kar & Fin Secy

78) It may be useful to ascertain the attitude of the Madras Premier & Cochin also. The sympathy of the Cochin Govt before

FINANCIAL SECRETARIAT BANGALORE
U.O.No.FI. 1030/A.
2. APR. 1938

RAILWAY SECRT:
No. 249/1932
2.4.38

WD 1220—GPB—3,000—4-2-38

NOTE.— Contn. Sheet.

finally agreeing to this Exp^n, which according to the final trend of the present correspondence with the Govt of India, will be merely thrown away and with not even enable us to get the Railway Connection under any circumstances -

2n
27/4.
BR

79) Kindly reference is requested to the Dewan's minutes of 24-4-938 in this case - (Vide Slip R).

R

80) A typed copy of the note is placed below and the file referred to the Financial Secy., for perusal of the note received from Sir H.N. Colam in this case as ordered by the Dewan - Vide para 4 of the Dewan's minutes of 24.4.38. Slip Y

R.

Subd.
29/4/38) Fin Secy (C)

1Pn
30/4

RAILWAY SECTT:
No. 283/2/38
Date 30-4-38

2n
9/5/38

RAILWAY SECTT:
No.
Date 10-5-38.

81) For instructions as to the steps to be taken with reference to Para 78.

FINANCIAL SECRETARIAT
U.O.No. FI 1150/A
30 APR. 1938
BANGALORE.

Ry: Secy) The agent's remarks on Sir Colam's note may be awaited

10/5/38.

Pr. 186 Gattu Encl.

DEWAN'S MINUTE.

FILE No. 193 .

Chief Secy

Please see Sri Harsh Chand's note with Govt's letter on the Chamrajnagar Sahya Mangla Committee & he has made certain suggestions.

Please see how far they can be carried out in consultation with the Agent.

We may have to make an urgent representation to the Rly Board on this subject.

B. A copy of the note may be shown to the F. Secy also.

3135

RAILWAY SECTT:
No.
Date 27.4.38.

8/B

Action taken separately.
8/B
29/4

A Draft
B Send copy to Fin Secy IT 27.4

24-4-38

Please take
some note
attached

20.4.35

Dear Sir Mirza.

*(Copies sent to Dewan)

Chamrajnagar. Salem Manjalam B

Unfortunately most of my papers & figures are packed up; also it is impossible to deal adequately with them can without much more time & access to detail figures not available to me. But I enclose a note which may enable some progress to be made in the next six months. I particularly wish however that if these suggestions made by me are considered UR work following up, & recent enquiries be initiated by someone else, and my name kept out of it for the present at all events.

Yours truly Jonn Nolan

Chamrajnagar. Satyamangalam Rly. Project

It Mysore Govt. has asserted that -

1. This railway if built will be of immense benefit to South Mysore - and to connected districts in British India - also to Cochin Port.
2. It will be a commercially profitable undertaking even after allowance is made for the loss to other railways by diversion of traffic.

The Railway Board will probably admit the first assertion, but argue that the benefit to Mysore, Cochin should not be at the expense of others. They are not prepared to admit the second assertion even though the Mysore Govt. has backed its opinion by the offer of offering to construct and work the line at its own cost. Nor are they prepared to allow the Mysore Govt to work the line in British India.

3. There would seem to be only one way out of the impasse. If H Mysore Govt. is perfectly satisfied that assertion no 2. is correct, & that the benefits to the Mysore State will be sufficient to warrant paying a subsidy towards the proposed railway, the Mysore Govt. can offer to guarantee a fixed interest on the construction & equipment of the part of the line in British India & construct the rest themselves. It would be difficult for the Railway Board to reject such an offer. Even the proposal differs

from the offer already made only in so far that the working of the line in B.I. would be in the hands of the S.I Ry instead of the Mysore State Ry. There are no grounds for arguing that under the S.I.Ry. the line would be worked less efficiently than under the Mysore State Ry.

4. But personally, on the figures available, I am not prepared to support assertion 102. There is great uncertainty about the all important figure of the cost of construction, to begin with. Further the estimate of the financial results seems to be dated not later than 1931, or may be based on still earlier figures. During the last few years I have had to scrutinise traffic estimates made about 1926-28 and compare them with the results achieved, which have been in all cases disastrously short of those expected, generally less than half in gross Earnings, and a real loss on working instead of a profit. This alone would cause me to refuse to accept any traffic estimate made about that time.

5. But there are certain figures in the estimate which can serve by wealth. Amongst these

.a. Expenses per train mile 2.61 Rs.

.b. average receipts per ton mile of goods 10.6 pies

.c. Operating ratio 61.46 %

6. The following are 1936-37 figures for expenses per train mile.

Average of all M.G. Railways.	2.9 As.
Assam Ry. M.G.	2.65
Sind " "	2.65
Jodhpur Ry "	3.01

and in face of these figures I consider that the railway will admittedly be a costly one to operate, the figures taken in the estimate (2.61) appear both unduly optimistic.

7. The average receipts per ton mile of goods for all M.G. railways were "Grain, oil seeds" 9.17 "Other commodities" 8.76 "Total including coal" 8.17. The figure By figures was 10.9.

It is not clear whether the figure 10.6 is calculated on the actual or assumed mileage. (Actual mileage as photo)

In any case it includes all classes of goods, including those carried at the higher charges. Since 1931 there has been a profound change in railway prospects owing to the growth of road competition which is tending to take away from railways the better paying traffic: & so force down the average receipts per ton. For example, there used to be a big traffic from Bangalore to Madras in vegetables, by passenger train, at 2½ as per maund. It was almost entirely lost to the road, & recovered only by dropping the rate to 8 as. the 1½ pies per ton mile by mail train. Many other examples could be quoted. Under these road competition with the proposed railway is strongly entailed, I hesitate to accept the figure of 10.6 pies.

8. The assumed operating ratio is 61.46 %. Seeing that the figure for the Govt. main line in Mysore is 66 %, & the proposed line includes a flat section, the figure 61.46 % is to my mind far too optimistic.

9. I would therefore recommend that -

1. It might be asked first of all, what area they would be prepared to regard as the feeding ground for the proposed railway; in other words what roughly would be their idea of the rating or working agreement necessary if the proposed railway is built. It may be taken as axiomatic that such an agreement will be necessary.
2. That the figures (what I can draw attention to) should be carefully re-scrutinised, bearing in mind that on them the Mysore Govt. is to decide whether to risk offering a guarantee. They will induce caution.
3. Consideration should be given to the possibility of obtaining an efficient outlet to the South by road. In view of the fact that a road exists & any line to be improved, it will be shorter than the railway, & the railway as it stands would be exceedingly costly, it is quite possible that transport by road would be more Economical. And as the Madras Government naturally favour roads in preference to railways which are a Federal investment, they

might quite fruitfully back the idea and do their share.

10. I notice that a good deal of stress is laid at various places on

(a) The proposed railway forming a through route from the north, and

(b) through passenger traffic, especially upper class traffic.

I suggest it is unwise to rely on either. Still more unwise to emphasize them as in discussion with the Ry Bd. upper class traffic seldom or never pays, and it is unlikely that the Ry Bd would accept a diversion of through goods traffic from the north, especially as in a few years time both the N.S.W. & S.A. Railways are likely to be State Railways.

I notice also that much stress is laid on the shortening of the routes. Against that must be set off the additional increase of distance of roughly 100 miles for each transhipment, and that transport by M.V. is more costly than by Broad Gauge.

Scott.

24/4/38

Railway Secretariat | File No. | of 193 .

Serial No.

DEWAN'S MINUTE.

Chief Secretary:

1/84 Please see Sir Harold Colam's Note with -- covering letter on the Chamarajanagar-Sathyamangalam connection. He has made certain suggestions.

2/85 Please see how far ~~this~~ they can be carried out in consultation with the Agent.

3/86 We may have to make another representation to the Railway Board on this subject.

4/87 A copy of the note may be shown to the -- Financial Secretary also.

(Intd.) M.I.
24-4-1938.

CONFIDENTIAL

88) The main file connected with this case is being referred to the Financial Secy., Separately.

89) This may perhaps be referred to the Agent, Mysore State Ry., for favour of remarks - Vide para 2 above.

Sd/- Agent, WC)
29/4

90 Vr
30/4

RAILWAY SECTT:
No. 317/2135
Date. 2-5-38

OFFICE OF THE AGENT.
No. 11928
3. MAY 1938
MYSORE STATE RAILWAY.

NOTE.— Contn. Sheet.

WD 1220—GPB—3,000—4-2-38

91) Sir Harold Colam makes the following suggestions and recommendations:-

1) The Mysore Government can offer to guarantee a fixed interest on the construction and equipment of the part of the line in British India and construct the rest themselves.

2) Certain figures like earnings per maund mile, cost per train mile and the operating ratio might be re-examined as the Estimates were made in 1931.

3) The M.& S.M.Railway be asked first of all what areas they would be prepared to regard as feeding ground for the proposed Railway.

4) The possibility of developing outlets to the South by road should be considered.

92) Suggestion No.(1) has already been acted upon vide Sir Mirza's D.O.No. 646 dated 20th.August 1935 in which a guarantee was offered for the Chamarajanagar-Satyamangalam Section. The Financial Commissioner for Railways stated that this was not enough and that the Mysore Government must guarantee not only the line upto Satyamangalam but also upto Palni and also guarantee the existing lines against short circuiting.

93) As regards recommendations No.(2) and (3),I consider no useful object would be gained by acting on them now. Nobody contends that the result of Traffic Survey carried out 10 years ago when traffic was at its peak would hold good today. With the Government of India insisting on fresh Engineering and Traffic Surveys as desiderata it would be no use our examining the old figures or opening a correspondence with the M.& S.M. Railway.

94) Some correspondence regarding a road service with the South was also started but the replies from the Madras side were not encouraging. The road service would in no case be an adequate substitute for the Railway we want. We may press for a reply to the letter of 12th January 1938 to the Residency and then decide on the further course of action. We may ultimately agree either to a routing and rating agreement or to a guarantee on the lines already proposed, but, we cannot certainly agree to a routing agreement that will -- deprive the new line of practically all benefits from through traffic and then guarantee interest on Capital cost.

A.

Y K Ramachandra Rau
7.6.38

Agent,
Mysore State Railway.

Tr No. 11928
7/6/38

Railway Secretary
with compliments.

RAILWAY SECTT:
No.
Date 8.6.38

95) Submitted with reference to the Dewan's minute of 24-4-1938 "Slip R."

96) For reply to our letter of 12th Jany 1938 please see Residency letter of 25-3-38 "Slip P.U.D."

2135
15/6

8.6
12/6.

97) A. Reply sent.

To the Agent &c.

for further remarks

15.6.38.

OFFICE OF THE AGENT
No. 1611
16. JUN. 1938.
MYSORE STATE RAILWAY

Serial No.

99) In the circumstances now made clear in the residency letter, there is no option but to agree to the Surveys being carried out by Government of India, lest the delay to come to a decision to take up the work be laid again at us.

100) The entire cost of the Survey has to be borne by the State. The Government of India are not inclined to bear any share. Even if the cost of Survey is provided by us in the first instance, it will eventually be included in the cost of the Project, if sanctioned.

101) In a private letter received from Mr.Sinclair, he writes as follows:-

> ".....We have more or less exhausted the field of notes by this time and the only thing left is to get the Mysore and Cochin States to press jointly the Government of India, pointing out how essential this connection is for both States. I am afraid there is very little more for even Colam to say in favour of it than we have already said and the best course I should think would be to go up to Simla and tackle the authorities on the question."

Y K Ramachandra Rau
20.6.38

Railway Secretary with compliments.

Agent, Mysor State Railway.

RT No 13866
21/6/38

RAILWAY SECTT: No..... Date 22.6.38

102) Submitted with reference to the Dewan's minutes of 24-4-1938
22/6.

GENERAL SECRETARIAT D.O.No.Fl.1340 30 JUN 1938

NOTE. Contn. Sheet.

WD 1220—GPB—3,000—4-2-38

RAILWAY SECTT: No.335/2135 Date 30.6.38

Dewan
To
Fin. Secy

103) 29/6/38

104/ For orders as regards meeting the Entire cost of the fresh Survey proposed.

MS
27.7.38

Dewan)

105/ I am afraid Sir. Hafiz Jaffar 27.7.38
I have attached.

MS
29-7-38

RAILWAY BOARD
No. 50/2/35
Date 27-7-38

No. 580

RAILWAY BOARD
No. 29/2/35
Date 30-7-38

106/ GB. Simla.

MS
30.7.38

30.7.38

For Disposal by Circulation. **No. C. 27**

.....Bg.....1938-39

GENERAL AND REVENUE SECRETARIAT.

Council Matter.

Subject

107 Question of agreeing to new engineering and traffic surveys being conducted by officers selected by the Government of India at the cost of the Mysore Government in connection with the Chamarajanagar-Satyamangalam Railway Extension.

Circulated to the Members of Council.

By Order,

Chief Secretary to Government.

.....30th July..... .....1938.

108
962
1/8.
First Member of Council.

1/8

109
642
1.8.1938
Second Member of Council.

1/8/38

Asst Secy. Rly

110 The file may be perused by the Finl Sec?

2.8.38

4/8/38

RAILWAY SECTT
No. 43/2135
Date. 2-8-38

RAILWAY SECTT
No.
Date 5.8.38

111

4.8.38

578

Serial No.

878

112) Submitted with a D. S. N.

GB
6/8.

HHG
6.8.38

113) D. S. N. revised in Sub 2.

Ry; Secy)
Dewan)

MMS
8/8

RAILWAY BOARD
No. 246/2135
Date 8-8-38

MS
8. 8. 38

2511

114) Subd & Dewan & obtd instns.

MMS
13/10

115) Draft Subd for Consideration. The file has yet to be Subd to H.H.
Dewan)

MMS
14/10

HHG
14.10.38

RAILWAY BOARD
No. 246/2135
Date 14-10-38.

MS
14-10-38

116 I discussed the question with Sir Gathra Russell, C.C. of Rys, during my last visit to Simla. He said that in agreeing to their suggestion to pundit both the cost of the proposed surveys, & their agreeing to guarantee a fair return — say 4½% on the outlay, there was every chance of the line being sanctioned. His Calculation was that it might cost in Rs 1½ or Rs 2/- per year as compensation to Govt of India)

RAILWAY BOARD
No.
Date 15.10.38

NOTE.— Cover Sheet.

WD 1220—GPB—3,000—4-2-38

2625
RAILWAY SECTT:
No. 84/2135
Date 15-10-38.

117) Subd.

1st member
2nd member

MMS 15/10

HHO 15/10/38.

118) JPS 17/10

3813 15/10

119) NLM 18/10/38

120) D.S.N. in the file has not been Subd to H.H. yet. This may perhaps be done now and then a reply sent to the Govt. Dewan)

Received
SECOND MEMBER
17 OCT. 1938
No. 2774

MMS 18/10

RAILWAY SECTT:
No 256/2135.
Date 19-10-38.

HHO 19.10.38

121) MS 19-10-38

Submitted to His Highness.

122) We have been urging on the attention of the Government of India for a long time past the necessity and desirability of extending the railway line from Chamarajnagar to Satyamangalam. In our letter No. R.S.1260 dated the 3rd January, 1936, to the Secretary to the Resident (which was submitted for His Highness's gracious perusal with my Submission Note dated the 31st January, 1936) it was intimated that in order to prevent this project which was under consideration for several decades past from being indefinitely postponed, we were prepared to undertake the construction of the entire line from Chamarajnagar to Satyamangalam, subject to the following conditions:-

(1) Satyamangalam to be connected with Palni by a metre gauge railway via Tiruppur, or in the alternative, with Podanur by means of a metre gauge railway to Mettupalyam and Podanur.

(2) The Mysore Government to be allowed to work the line up to Satyamangalam as a part of their system, with permission to charge up to double the usual maximum rates on the Ghat Section.

(3) The traffic passing between the Mysore Railway and the South Indian Railway, whether it originated on the Mysore Railway or elsewhere, to be allowed to take the shortest and most natural route without impediment.

123) The Government of India stated in reply that while the conditions mentioned above would ensure them from loss so far as the portion of line between Chamarajnagar and Satyamangalam was concerned, they would still be required to bear the financial burden of the link between Satyamangalam and the metre gauge lines of the South Indian Railway. They further stated that the construction of this link was likely to result in loss (over the existing lines) and that before the question of construction of the extension could be seriously considered it was essential to conduct fresh engineering and traffic surveys. They also wanted us to guarantee them against loss on the whole undertaking (including the loss due to diversion of traffic), and to bear the cost of the surveys in case the construction of the line was dropped for any reason. In our later letters every attempt was made to impress on the

Government

Government of India the importance, in the interests not only of Mysore but of South India as a whole, of sanctioning the project and the unreasonableness of expecting the Mysore Government to make good the loss, if any, that might be caused to existing lines by the construction of the proposed line. The Government of India were further informed that we would be prepared to go a step further and construct the entire line between Chamarajnagar and Mettupalyam ourselves provided we were allowed to work the line as part of our own system, and that if fresh surveys were still considered essential, the Mysore Government, who had competent Engineering and Traffic staff of their own, could undertake the work satisfactorily.

124) In the latest letter dated the 25th March, 1938, received from the Residency, it has been finally intimated that: "The Crown Representative, in consultation with the Government of India, considers that the lapse of time since the proposed railway extension was discussed in 1935 renders it still more desirable that new engineering and traffic surveys should be made and that the cost of the surveys which are required primarily to enable the Mysore Government proposal for railway extensions to be considered should be borne by that Government. The Crown Representative regrets that, until the results of the surveys have been examined, no undertaking can be given to the effect that the proposed extension will be sanctioned. In any case, the loss to the existing railways due to the short-circuiting of traffic, will have to be taken into account when considering the results of the surveys. It is considered essential that the surveys should be conducted by officers selected by the Government of India though there would be no objection to an officer of the Mysore Government being associated with them. "

125) The correspondence shows that the attitude of the Government of India to this scheme has been anything but helpful and that they are not willing to bear any portion of the cost of any preliminary surveys nor to commit themselves to a promise of any sort. The utility of the project is, however, undoubted from our point of view, and it seems desirable that in spite of the opposition from vested interests we should pursue the scheme even at considerable sacrifice. The cost of the surveys is expected to amount to about two lakhs of rupees and considering all the circumstances of the case, we may, I think, agree to the proposal of the Government of India to have fresh engineering and traffic surveys conducted at the cost of the Government of Mysore by officers selected by

the Government of India in association with an officer of the Mysore Government. The risk is one worth undertaking, and the Members of Council also agree to the above proposal which may be graciously approved.

126) I may add that I discussed the question with Sir Guthrie Russell, Chief Commissioner of Railways, during my recent visit to Simla. He appeared to think that, if we agreed to the proposal for a fresh survey and also undertook to pay its cost, besides agreeing to guarantee a fair return - say 4½ per cent. - on the outlay, there was every chance of the project being sanctioned. His calculation showed that it might cost us a sum of Rs 1½ or 2 lakhs per year by way of compensation to the Government of India.

Mirza M. Ismail

Bangalore,)
21st October 1938.)

DEWAN.

Record of Cases submitted for the Orders of His Highness the Maharaja.

Subject.

127) Re-survey of the proposed Chamarajnagar - Satyamangalam Railway line.

129) Chief Secy
Mo
27-10

No. 256

Order.

128) ~~KRW~~
24/10/38

130) MS
27.10.38

General and Revenue
Secretariat.

H. H 56

SUBJECT:—

131) Re-survey of the proposed Chamarajanagar Satyamangalam Railway line.

(*)

31. All urgent or confidential files returned with His Highness' orders may in the absence of instructions or indications to the contrary, be ordinarily circulated to the Members of Council for perusal after the issue of orders.

33. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after to the Chief Secretary for circulation to the Members.

34. In all other cases, the files will first be circulated to the Members of Council at Headquarters and then sent to the Secretariat concerned for the issue of orders.

132) Circulated to Members of Council for perusal of His Highness' orders before / after* issue of orders. (*Vide* Rules 31, 33 and 34 of the Subsidiary Rules for the conduct of business of Council in the Manual of Council Rules and Procedure.)

Chief Secretary to Government.

Through the Secretary to Government,

.....Department.

133) FIRST MEMBER OF COUNCIL. (On leave)

3178
27.10.38

134) SECOND MEMBER OF COUNCIL.

27/10/38

135) Rly. Secty.

28.10.38

RAILWAY SECRETARIAT
28 OCT. 1938
GOVERNMENT OF MYSORE.

NOTE.—Contn. sheet.

WD 1467—GPB—500—23-2-38

Railway Secretariat | File No. | of 193 .

Serial No.

136) Reference para 120 of Notes –

137) Fair copy of the approved draft is placed below for favour of signature.

Sd/-
28/10/38

28/10/38

138) Ry: Secy

139) Appd.

28/10

28/10/38.

Issued vide no. Pol: 518 dated 28th October 1938

140) Reply to the Residency (Govt. of India) agreeing to the proposal to have new engineering and traffic surveys conducted at the cost of the Mysore Govt in association with an officer of this Govt, was sent yesterday (26-10-38). A draft forwarding a copy of the same to the General Managers, Mysore State Railway for information is submitted for favour of approval or other orders.

29/10 28/10

For orders.

29.10.38

Appd.

29/10

29.10.38.

Issued vide D. no. R.S. 1809 29/10/38

Vmaeyyadu

3589 & 6/XI/38

NOTE.– Contn. Sheet.

WD 1220—GPB—3,000—4-2-38

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. F.72-36
R.O. II

20/10

RAILWAY SECRETARIAT
20 OCT. 1936
688
GOVERNMENT OF MYSORE.

FROM

The SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Railway Department.

Dated Bangalore, 19th October 1936.

CHAMARAJANAGAR-SATYAMANGALAM RAILWAY EXTENSION.

SIR,

I am directed to acknowledge the receipt of your letter No. R.S.405, dated the 28th August 1936, and to say that it has been forwarded to the Government of India for their consideration. A copy has also been forwarded to the Government of Madras.

Submitted for information

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

BJ

Subd
Further communication may be awaited.

RAILWAY SECRETARIAT.

Abstract of Important references received on ...20th October 1936.....

Serial No.	From whom received	Brief abstract.
I	The Secretary to the Hon'ble the Resident in Mysore, Bangalore. (No.F.72-36/R.O.II dated 19th October 1936)	Intimates that the communications of the Mysore Government in regard to the Chamarajanagar-Satyamangalam Railway extension has been forwarded to the Government of India for their consideration.

21-10-36

21/10

Recd 21/10

OFFICE
1092

Bangalore,...21st October.....193 6.

21.10.36

Secretary to the Government of Mysore for Railways.

To

Amin-ul-Mulk Sir Mirza M. Ismail, K.C.I.E., O.B.E.,

DEWAN OF MYSORE.

WD 708—GPB—500—6-11-35

2-415/36.

PRIVATE SECRETARY MADRAS

DEWAN'S OFFICE
29 DEC. 1936
No. 24.6.31

GOVERNMENT HOUSE

Madras,

28th December 1936.

Dear Sir Mirza,

Thank you for your D.O. H.236 of the 25th December and its enclosures regarding the construction of a railway line to connect Mysore with the metre guage system of the South Indian Railway. His Excellency is most interested in the proposal and will have it examined here and let you know the result.

Yours sincerely,

C. Secy. & Genl.

Ft

MI

29-12-36

MI 29/12

Sir Mirza Ismail, K.C.I.E., O.B.E.,

Dewan of Mysore,

Carlton House,

Bangalore.

RAILWAY SECRETARIAT
29 DEC. 1936
1069
GOVERNMENT OF MYSORE.

Appendix F G—1]

SUBJECT Construction of a railway line to connect Mayavaram with the metre gauge system of the South Indian Ry.,

No. R.S.-1198 30/12/36

Enc.: one

To The Agent,
Mayavaram Railways.

Diary No. of letter replied to.....

Railway Secretariat.

Sir,

I am directed to forward herewith for information a copy of D.O. letter no. 415/36 of 28th Decr. 936 received from the Private Secy., to His Excellency the Governor of Madras in connection with the above.

I have &c.,

MMS 29/12

Secretary for Railways
Govt of Mayavaram

Slip P.U.D.

Date of issue.....

Signed by .....

List of enclosures.....

Copied by .....

Examined by.....

WB 29/12

2-415/36

GOVERNMENT HOUSE,
Madras,
12th January 1937.

Dear Sir Mirza,

This is in continuation of my d.o.No.2-415/36 of the 28th December last, regarding your proposals for the construction of a railway line to connect Mysore with the metre gauge system of the South Indian Railway. His Excellency has since gone into the question and finds that it was fully examined and discussed at the time of the Railway Finance Commissioner's visit to Madras only a few months ago. The attitude of the Madras Government is that they can find no sufficient reason to press for the proposal, as the railway line would be of no particular advantage to this Presidency. They will, on the other hand, raise no objection to the construction of the line, provided that they are not called upon to give any financial guarantee, which they are definitely unwilling to do. His Excellency is sorry that he cannot be more helpful, but fears that he has nothing to add to this statement of the Madras attitude. He understands that the Mysore Government have since been addressed by the Railway Board and that it is for them to give the necessary assurances to the Board.

Yours sincerely,

Sir Mirza Ismail, K.C.I.E., O.B.E.,
Dewan of Mysore,
Carlton House, Bangalore.

D.O.No. 224/2/arc

15th January 1937.

Dear Mr. Bristow,

On return from Cochin, I found a letter from the Private Secretary to the Governor of Madras awaiting me on the subject of the projected construction of a railway line to connect Mysore with the South Indian Railway and incidentally, with the West Coast. I am enclosing you a copy with reference to my conversation with you on the subject the other day.

The letter is, of course, not very encouraging but it cannot represent the last word on the matter. We intend pursuing the question but what I cannot understand is the statement of the Madras Government that the proposed line would be of no particular advantage to the Presidency. I wonder how it strikes you. I am sure you will lose no opportunity of emphasising the importance of the line. It was a great pleasure to me to make your personal acquaintance. I am grateful to you and Mr. Milne for all your kindness.

Yours sincerely,

(Sd) M. Md

R.C. Bristow Esq., C.I.E., M.Inst.C.E., M.I.Mech.E.,
Harbour Engineer-in-Chief to the Govt. of Madras,
Harbour House, COCHIN.

Spoke to traffic
Nck
15-1-37

Remarks.
The name of the other gentleman is "A.G. Milne" and not "Mills"
Thanks

Ce 15/1

Ce 15/1

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. F.72-36
R.O. II

FROM

The SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Railway Department.

RAILWAY SECRETARIAT
26 JAN 1937
1232
GOVERNMENT OF MYSORE.

Dated Bangalore, 25th January *1937*.

CHAMARAJANAGAR-SATYAMANGALAM-METTUPALAIYAM
RAILWAY EXTENSION.

SIR,

I am directed to refer to letter from this Residency, No.F.72-36/R.O.II, dated the 19th October 1936, and to say that the Government of India, after having carefully considered the revised proposals submitted by the Government of Mysore, are of opinion that fresh engineering and traffic surveys are essential before the above-mentioned project can be considered and that the surveys should be undertaken by the Government of India, through the agency of the South Indian Railway, at the expense of the Government of Mysore. If the Government of Mysore desire the surveys to be undertaken, arrangements will be made by the Government of India to place the work in hand as soon as its cost is deposited with the South Indian Railway Administration.

I have the honour to be,

Sir,

Your most obedient servant,

for SECRETARY TO THE RESIDENT.

BJ

DEWAN'S OFFICE
26 JAN. 1937
No....2836..

RAILWAY SECRETARIAT.

Abstract of Important references received on ....26th..January..1937..

Serial No.	From whom received	Brief abstract.
I	The Secretary to the Hon'ble the Resident in Mysore, Bangalore. (No.F.72-36/R.O.II dated 25th January 1937).	States that the Government of India, still consider it necessary to have a fresh Engineering and Traffic Surveys etc, in connection with the Chamarajanagar-Satyamangalam-Mettupalaiyam Railway extension. (Copy attached).

26-1-37

27/1

D. 196/1232

Dated at Bangalore ....26th..January..1937.

26.1.37

for Secretary to the Government of Mysore for Railways.

RAILWAY SECRETARIAT
27 JAN. 1937
GOVERNMENT OF MYSORE.

Amin-ul-Mulk Sir Mirza M. Ismail, Kt., C.I.E., O.B.E.,

DEWAN OF MYSORE.

W.P. 709—GPB—500—6.11.35

Appendix F G—1]

SUBJECT Chamarajanagar – Satyamangalam Ry. Extension.

Railway Secretariat.

Slip V

Date of issue 29/1/37.

Signed by P.W.D

List of enclosures one

Copied by

Examined by

No. 1406 D/28-1-37.

To The Agent, Mysore Rly.

Sir,

With reference to correspondence ending with this Office letter no. R.S. 1198 of 30.12.'36 on the above subject, I am directed to forward herewith for favour of remarks, a copy of letter no. F. 72-36/R.O. II of 25.1.'37 received from the Secy., to the Hon'ble the Resident in Mysore, in the matter.

I have etc,

for Secy., for Rly., Govt of Mysore.

28/1

Appendix F G—1]

SUBJECT ..... Chamarajanagar - Satyamangalam Ry. Extension

Diary No. of letter replied to....1232

Railway Secretariat.

✓

Date of issue..... 29/1

Signed by .....

F

Subs/

asstt. agent phones from Mysore for a copy of this letter for preparing draft reply to the Residency & hence the draft

BB 29/1

List of enclosures.....5 Sheets

Copied by .....

Examined by.....

No. 1410 29. 1. 37.

To The Agent Mys. Ry.

Sir,

In continuation of this office letter no. R.S. 1406 of 28. 1. 937 on the above subject, I am directed to forward herein for information a copy of this office letter no. 405 of 28. 8. 936 to the address of the Secy., to the Honble the Resident in Mysore in the matter.

I have etc.,

for Secy., for Rly.,

BB 29/1

WD 015—GPB—2,000—23-7-36

MYSORE RAILWAYS

All communications should be addressed to the Agent, Mysore Railways, Mysore by TITLE, not by NAME

AGENT'S OFFICE,

Mysore, 4th February, 1937.

No. 391 /Fl.

Encls.

From

H. D. SINCLAIR, Esq.,

Agent, Mysore Railways,

MYSORE.

To

The Secretary
to the Government of His Highness the Maharaja of
Mysore, Railway Department, Bangalore.

Sir,

Chamarajanagar-Satyamangalam Railway. R

With reference to your letter No.R.S.1406 dated the 28th.January,1937, I have the honour to state that the point of view of this Government as regards fresh surveys has already been made clear in para.4 of your letter No.R.S.405 of 28th.August,36, to the Residency. As the Government of India are very particular about the surveys being conducted through the agency of the South Indian Railway, this point may be acceded to provided the Railway Board declare beforehand the object of the survey and what financial result they expect before taking up the construction. If, for example, the Railway Board agree that subject to traffic being allowed to follow the shortest and most natural route the Engineering and Traffic surveys show a return of 3 to 4% on capital cost, they will guarantee the construction of the line then we may agree to contribute a share - not the whole - of the cost of the surveys. If, on the other hand, surveys have to be taken up without any previous understanding as to the return that would justify construction, we will be no better off than we are at present and no contribution by this Government would be justifiable.

Sup 'B'

I have the honour to be,
Sir,
Your most obedient servant.

Agent.

Dt/15.2.37

R.S.1507 DRAFT.

To

The Secretary
to the Hon'ble the Resident
in Mysore, Bangalore.

Sir,

Chamarajanagar-Satyamangalam
Mettupalaiyum Railway Extension.

With reference to the Residency letter No.F.72-36/R.O.II dated 25th January 1937, I am directed to invite reference to para 4 of this office letter No.R.S.405 dated 28th August 1936 containing the views of the Government of Mysore in the matter of undertaking fresh surveys and to state whether they would be prepared to accept the Railway Board's decision that no fresh surveys are necessary.

2. But if however, the Government of India still consider that such a survey is essential and that it should be conducted through the Agency of the South Indian Railway, the Government of Mysore will have no objection to the survey being undertaken by them provided the Railway Board declare before hand the object of the survey and what financial result they expect before taking up the construction.

3. In other words if the Railway Board can give an assurance that subject to the traffic being allowed to follow the shortest and most natural route and the Engineering and Traffic surveys show a return of 3 to 4 per cent on capital cost, the Board would be willing to

Can guarantee the construction of the line, the Government of Mysore will have no objection to the survey being undertaken through the Agency of the South Indian Railway and to bear a share of the cost of the surveys. If on the other hand surveys have to be taken up without any previous understanding as to the return that would justify construction, the Government of Mysore feel that they will be no better off than what they are at present.

4. I am therefore to request that you will be so good as to place these views before the Government of India and communicate their views in the matter for arriving at an early decision.

I have etc.,

11.2.37

Secretary for Railways,
Government of Mysore.

8.B
10/2

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

Railway Secretariat,

No. R..S. 1507 *Dated Bangalore, ...15th February...193 7*

Encl.

(122)

From

The Secretary to the Government of His Highness
the Maharaja of Mysore,
Railway Department.

To

The Secretary
to the Hon'ble the Resident in Mysore, Bangalore.

Sir,

Chamarajanagar-Satyamangalam-Mettupalaiyum Railway Extension.

With reference to the Residency letter No.F.72-36/R.O.II dated 25th January 1937, I am directed to invite reference to para 4 of this office letter No.R.S.405 dated 28th August 1936 containing the views of the Government of Mysore in the matter of undertaking fresh surveys and to state that those views still hold good.

2. But if the Government of India, however, consider that such a survey is essential and that it should be conducted through the Agency of the South Indian Railway, the Government of Mysore will have no objection to the survey being undertaken by them provided, the Railway Board declare before hand the object of the survey and what financial result they expect before taking up the construction.

3. In other words if the Railway Board can give an assurance that subject to the traffic being allowed to follow the shortest and most natural route and the Engineering and Traffic surveys showing a return of 3 to 4 per cent on capital cost, the Board can guarantee the construction of the line, the Government of Mysore will have no objection to the survey being undertaken through the Agency of the South Indian Railway and to bear a share of the cost of the surveys. If on the other hand surveys have

to

to be taken up without any previous understanding as to the return that would justify construction, the Government of Mysore feel that they will be no better off than what they are at present.

4. I am therefore to request that you will be so good as to place these views before the Government of India and communicate their views in the matter for arriving at an early decision.

I have the honour to be,
Sir,
Your most obedient servant,

(Typed draft)

Secretary for Railways,
Government of Mysore.

SAK.

Appendix F G—1]

SUBJECT Chamrajanagar Satyamangalam Railway Extension

No. 1512 D/ 15.2.37

To

The Agent,
Mysore Railways.

Railway Secretariat.

Diary No. of letter replied to 313

P

Date of issue

Signed by

U

Sir,

With reference to your letter no 391 dated 4.2.1937, I am directed to forward herewith, for information, a copy of this office letter no. R.S. 1507 dated 15.2.1937 addressed to the Secretary, to the Hon'ble the Resident in Mysore, Bangalore on the above subject.

I have etc.

for Secretary for Railways

List of enclosures 2 sheets

Copied by

Examined by

WD 015—GPB—2,000—23-7-36

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. F.72-36
R.O. II

RAILWAY SECRETARY
8 - MAR. 193
1522
GOVERNMENT OF MYSORE.

FROM

DIWAN'S OFFICE
No. 3719

The SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Railway Department.

Dated Bangalore, 5th March. *1937.*

CHAMARAJANAGAR-SATYAMANGALAM-METTUPALAIYAM
RAILWAY EXTENSION.

SIR,

Slip 9

I am directed to acknowledge the receipt of your letter No.R.S.1507, dated the 15th February 1937, and to say that it has been forwarded to the Government of India for their consideration. A copy has also been forwarded to the Government of Madras.

Submitted for information.

I have the honour to be,
Sir,
Your most obedient servant,

for SECRETARY TO THE RESIDENT.

1/1522 Dewan)
9.3.37.

RAILWAY SECRETARY
10. MAR. 1937
GOVERNMENT OF MYSORE.

9-3-37

BJ

await publication

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No.F.72-36
R.O. II

188

RAILWAY SECRETARIAT
9 - JUL - 1937
64
GOVERNMENT OF MYSORE.

FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Secretary to the Government of
His Highness the Maharaja of Mysore,
Railway Department.

RAILWAY SECTT:
No. 17/64
Date 9.7.37

Dated Bangalore, 8th July 1937.

For perusal in the first instance. The view taken by the Govt is not very encouraging.

Dewan
No, such not allowed the
in favour of the
KPN

Chamarajanagar-Satyamangalam-Mettupalaiyam
Railway extension.

SIR, MS 9.7.37 Asst

I am directed to refer to letter from this Residency No.F.72-36/R.O.II, dated the 5th March 1937, and to say that the Crown Representative in consultation with the Government of India, having carefully considered the views expressed by the Government of Mysore, is of the opinion that fresh engineering and traffic surveys of the above noted project are essential, in order to enable him to decide whether the line should or should not be constructed, irrespective of the agency for such construction. As already explained in paragraph 2 of letter from this Residency No.F.72-36/R.O.II, dated the 22nd June 1936, the surveys made in the past have now become out-of-date, and the Government of India desire to have a clear idea of the alignment, up-to-date cost, traffic prospects and likely loss to the existing railways due to short circuiting, in order to gauge its financial prospects and also to decide whether and on what terms the construction of the line can be undertaken without involving them in loss, inclusive of any loss arising from diverted traffic.

We must get a passing on Malli. Agent must take care
KPN 9-7-37

RAILWAY SECTT:
No.
Date 12.7.37

12-7-37 MS 12-7-37

2. It is difficult definitely to give the percentage of anticipated yield on capital outlay at which a newly

newly projected railway line can, in the opinion of the Government of India, be considered remunerative, but, considering all the existing circumstances, the Government of India would hesitate to place it at below, say, 5 per cent or 5½ per cent. The project would have to show a clear promise of this return after due allowance had been made for loss of traffic by diversion etc. If however, it is eventually decided to allow the Government of Mysore to construct the project at their expense, the return on capital would no longer primarily concern the Government of India, but in that event, as the projected line would short-circuit existing railways, it would be necessary for the Government of Mysore to meet any legitimate objections that may be raised by those Railways by a definite guarantee to compensate them for any loss which might be sustained by them for loss of traffic.

3. The Crown Representative regrets that without examining the traffic survey reports referred to above, it is not possible for him to give any assurance regarding the route which traffic within the sphere of the proposed line should be allowed to follow, and in fact, at the informal discussion held in the Madras Secretariat, on the 6th August 1935, the representative of the Government of Mysore who was present there, was advised that if the line were built, it would probably necessary to introduce routing and rating arrangements to protect the interests of the existing lines, and further, on the 11th August 1935, the point was informally brought to the notice of the Dewan of Mysore. The Crown Representative after consulting the Government of India regrets he is also not in a position to give an unqualifed assurance that the proposed line will be constructed, if it meets the test of remunerativeness above referred to, as a variety of causes, at present unknown, may render this impossible.

4. Finally, for the reasons already advanced and in view of the present financial position of the Railways, the Crown Representative is of opinion that it is not possible to entertain the proposal that the Government of Mysore should bear only a share of the cost of the surveys.

I have the honour to be,

Sir,

Your most obedient servant,

SECRETARY TO THE RESIDENT.

NS

No. Pol. 760 /cs Date 12.1.38

To

The Secretary to the
Hon'ble the Resident in Mysore.

Received 11-1-38

Subject: CHAMARAJANAGAR-SATYAMANGALAM RAILWAY EXTENSION.

Sir,

I am directed to acknowledge the receipt of your letter No. 72-36/R.O.II, dated 8th July 1937, on the above subject. The Government of Mysore regret that His Excellency the Crown Representative is still of the opinion that fresh engineering and traffic surveys are necessary before the proposed extension can be considered, and that it is not possible to entertain the proposal that the Government of Mysore should bear only a share of the cost of the surveys. The disappointment felt by this Government is the greater in view of the fact that the Crown Representative is not in a position to give a definite assurance that the proposed line would be constructed even if it met the test of remunerativeness, merely on the ground that "a variety of causes at present unknown may render this impossible".

2. The Government of Mysore have no wish to re-iterate the arguments already advanced by them regarding the desirability of the proposed extension. It has been admitted by all the parties concerned that the Chamarajanagar-Satyamangalam line is not an end in itself but only a means to an end (Vide notes of the informal discussion held in

the Madras Secretariat on the 6th August 1935). It will be seen from the previous correspondence on the subject that the Mysore Government have always felt that the extension would be in the best interests of South India as a whole - not merely of Mysore, though the latter stands to gain most by it. It is in view of this fact that every possible concession has been made by them. While this Government have agreed to undertake the construction of the most expensive part of the line, the Government of India, on the other hand, have been viewing the scheme as a new commercial venture which should be undertaken only in case they are assured not only of a safe return on the fresh capital to be invested but also of an absolute guarantee against losses on existing investments. His Highness's Government cannot help feeling that this attitude is hardly fair to them, and all that they would wish to urge is that the matter should be considered from a much broader stand-point. It may be stated that a considerable amount of traffic has already been lost to the railways owing to the competition of buses and co-operation on the part of the several railway systems to provide more direct and economic routes is likely to win back much of this traffic.

The Mysore Government have for decades past been led to expect a convenient outlet to the South and have incurred a considerable outlay on the construction of lines from Mysore to Arsikere and Mysore to Chamarajanagar. The delay in the further extension of the line, as proposed, has had the effect of greatly retarding the economic development of the State. Further,

public opinion even outside the State has shown itself whole-heartedly in favour of the proposed extension.

4. While any fresh surveys that may now be undertaken may give data as to the local traffic of the projected ~~railway~~ line and the traffic that may be diverted to it from the existing lines, it is unlikely that they will be of much help in assessing, with any degree of accuracy, the financial results of the impetus to traffic that the through connection would ~~mean~~ give to this ~~railway~~ line as also to the connected railways. The Government of Mysore duly appreciate the anxiety of the Government of India to avoid having an unprofitable line on their hands, and they have already tried to accommodate them by offering a guarantee against any losses that might be incurred on the new line. It would be most unfair if, in addition to the above risks agreed to be undertaken by them, they are also to compensate possible losses on the existing lines.

While in the foregoing circumstances, this Government consider that it is unnecessary to undertake fresh surveys and that even if they are to be undertaken it would be unfair to expect them to bear the entire charges on this account, they are prepared, in the last resort, should the Government of India still insist upon it, to agree to the surveys being carried out at their cost on the understanding, however, that if such surveys are favourable, the Government of India will agree to the proposed extension.

The Government of Mysore further desire to urge that they may be permitted to conduct the

surveys through the agency of their own officers in association, if the Government of India consider it necessary, with representatives of the other Railway Companies whose interests are involved.

I have, etc.,

11.1.38

Chief Secretary to Government.

11-1-38

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

129

No. Pol: 760/C B.

Dated, Bangalore, 12th January 1938.

From

B. T. KESAVAIENGAR, Esq., B. A.,
Chief Secretary to the Government of His Highness the Maharaja of Mysore.

To

H. Trevelyan, Esqr., I.C.S.,
Secretary to the Hon'ble the Resident in Mysore.

Sir,

Subject:- CHAMARAJANAGAR-SATYAMANGALAM RAILWAY EXTENSION

S i r,

I am directed to acknowledge the receipt of your letter No.72-36/R.O.II, dated 8th July 1937, on the above subject. The Government of Mysore regret that His Excellency the Crown Representative is still of the opinion that fresh engineering and traffic surveys are necessary before the proposed extension can be considered, and that it is not possible to entertain the proposal that the Government of Mysore should bear only a share of the cost of the surveys. The disappointment felt by this Government is the greater in view of the fact that the Crown Representative is not in a position to give a definite assurance that the proposed line would be constructed even if it met the test of remunerativeness, merely on the ground that "a variety of causes at present unknown may render this impossible".

2. The Government of Mysore have no wish to reiterate the arguments already advanced by them regarding the desirability of the proposed extension. It has been admitted by all the parties concerned that the Chamarajanagar-Satyamangalam line is not an end in itself but only a means to an end (Vide notes of the informal discussion held in the Madras Secretariat on the 6th August 1935).

It will be seen from the previous correspondence on the subject that the Mysore Government have always felt that the extension would be in the best interests of South India as a whole - not merely of Mysore, though it might be of some special advantage to Mysore. It is in view of this fact that every possible concession has been made by this Government. While they have agreed to undertake the construction of the most expensive part of the line, the Government of India, on the other hand, have been viewing the scheme as a new commercial venture which should be undertaken only in case they are assured not only of a safe return on the fresh capital to be invested but also of an absolute guarantee against losses on existing investments. His Highness's Government cannot help feeling that this attitude is hardly fair to them, and all that they would wish to urge is that the matter should be considered from a much broader standpoint. It may be stated that a considerable amount of traffic has already been lost to the railways owing to the competition of buses, and co-operation on the part of the several railway systems to provide more direct and economic routes is likely to win back much of this traffic.

3. The Mysore Government have for decades past been led to expect a convenient outlet to the South and have incurred a considerable outlay on the construction of lines from Mysore to Arsikere and Mysore to Chamarajanagar. The delay in the further extension of the line, as proposed, has had the effect of greatly retarding the economic development of the State. Further, public opinion even outside the State has shown itself whole-heartedly in favour of the proposed extension.

4. While any fresh surveys that may now be undertaken may give data as to the local traffic of the projected line and the traffic that may be diverted to it from the existing lines, it is unlikely that they will be of much help in assessing, with

any degree of accuracy, the financial results of the impetus to traffic that the through connection would give to this line as also to the connected railways. The Government of Mysore duly appreciate the anxiety of the Government of India to avoid having an unprofitable line on their hands, and they have already tried to accommodate them by offering a guarantee against any losses that might be incurred on the new line. It would be most unfair if, in addition to the above risks agreed to be undertaken by them, they are also to compensate possible losses on the existing lines.

5. While, in the foregoing circumstances, this Government consider that it is unnecessary to undertake fresh surveys and that even if they are to be undertaken it would be unfair to expect them to bear the entire charges on this account, they are prepared, in the last resort, should the Government of India still insist upon it, to agree to the surveys being carried out at their cost on the understanding, however, that if such surveys are favourable, the Government of India will agree to the proposed extension.

6. The Government of Mysore further desire to urge that they may be permitted to conduct the surveys through the agency of their own officers in association, if the Government of India consider it necessary, with representatives of the other Railway Companies whose interests are involved.

I have the honour to be,

S i r,

Your most obedient servant,

Sd. B.J. Kesavaiengar,

Chief Secretary to Government.

VS.

1953/C.B

Confidential

18th January 1938

Subject:- Chamarajanagar-Satyamangalam Railway Extension.

...

My dear Sinclair,

With reference to your un-official Note No.32 dated 1st September 1937, I am desired to forward herewith for your information a copy of this office letter No. Pol.760/C.B. dated 12th January 1938 addressed to the Secretary to the Hon'ble the Resident in Mysore on the above subject.

Yours sincerely,

H. D. Sinclair, Esqr., V.D.,
Agent, Mysore State Railways.

Lol 1363

C.O. 1622

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

R.Dis. No. F.134/38
R.O. II

RAILWAY SECRETARIAT
15 FEB. 1938
No. 1621
GOVT. OF MYSORE.

129

FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

DEWAN'S OFFICE
16 FEB. 1938
No. 5589

To:

The Chief Secretary to the Government of

His Highness the Maharaja of Mysore.

Dated Bangalore, 10th February *1938*.

CHIEF SECRETARY
12 FEB. 1938
GOVT. OF MYSORE.

CHAMARAJANAGAR-SATYAMANGALAM-METTUPALAIYAM
RAILWAY EXTENSION.

SIR,

Rep A

I am directed to acknowledge the receipt of your letter No. Pol.760/CB, dated the 12th January 1938, and to say that it has been forwarded to the Political Department for their consideration. A copy has also been sent to the Government of Madras.

RAILWAY SECTT:
No. 4.22/1620.
Date. 16.2.38.

Sd/ for information.

15/2

15/2

Dewan)

I have the honour to be,

Sir,

Your most obedient servant,

SECRETARY TO THE RESIDENT.

16/2

16-2-38

Please talk up a little to the P.M. of Mysore (Mr C.R.) regarding his going there in the matter.

RAILWAY SECTT:
No.
Date. 17.2.38

17/2

RAILWAY SECTT:
No. 435/15.20
Date 19.2.38

Do.
Draft letter to the P.M. (O.T.C.R.)
is submitted for attn. & orders.

Dewan)

18/2

19-2-38

24/2

Secy

Ry. 3.

RAILWAY SECRETARIAT.

ROUTINE NOTE.

Letter to Prime Minister of Madras.

***

Copies of relevant correspondence, together with a detailed note explaining the case, ~~is~~ have been made out and placed below for perusal before issue.

The letter to the Prime Minister, together with the above notes, will, if approved, be sent under Registered Post.

Subb
25/2

The note by Mr Sinclair has been brought up to date and copies of Relevant Correspondence are also put up

(Reply)

26/2

26/2

The letter has been despatched to the Prime Minister.

Subb for information

26/2

26/2

26/2

WD 256—GPB—1,000—27-8-36

CHAMARAJANAGAR-SATYAMANGALAM RAILWAY PROJECT.

Confidential.

Dear Mr.Rajagopalachari,

I take the liberty of troubling you personally on a matter which vitally concerns the welfare of the Mysore State and South India as well, viz., the linking up of the southern end of the Mysore State Railways (which now extends up to Chamarajanagar) with the Metre Gauge System of the South Indian Railway at a convenient place.

As you are aware, the question has been engaging the anxious consideration of this Government for a long time past. I enclose herein for your ready reference -- copies of important correspondence on the subject. I understand that a copy of our latest letter dated 12th January 1938 has been sent by the Residency here to the Government of Madras also.

Printed copies of Correspondence. Slips P. A. to Q.

M.

It is a fact admitted by all that the linking up of the two Railway systems in the manner proposed will have the effect of curtailing the distances by railway between several important centres and of stimulating the trade and economic development of Mysore and other parts of South India. I trust that it will be evident from the papers enclosed that the Government of Mysore have, at every stage of the negotiations, done all that they could possibly do to facilitate an early

early settlement of the question, and have agreed to undertake heavy responsibilities far in excess of those which could in the ordinary course be reasonably expected to be shouldered by them with a view to meeting the objections raised by the Government of India on financial and other grounds. At the same time, we cannot help feeling that the Government of India, on the other hand, have been viewing the scheme as a new commercial venture to be undertaken only in case they are assured not only of a safe return on the fresh capital to be invested but also of an absolute guarantee against losses on existing investments. While conceding that any new line that may be built may have the effect of diverting some traffic from the existing lines, it will have to be recognised that an absolute safeguarding of the vested interests of particular sections of existing Railways will make it almost impossible for any new extension to be taken up however desirable it may be in the public interests. A good deal of traffic has already been lost to the railways by failure on the part of the administrations to provide shorter and more direct routes required to meet the growing needs of the public. In the case of the line now under consideration the Government of Mysore have no doubt that the proposed short-circuiting will win back to the Railways a portion of the traffic so lost and that not only in the interests of the public but also of the Railways

Railways as a whole, it is desirable that the construction of this link should be taken up as early as possible.

I consider it a particularly fortunate circumstance that the the matter should have been referred to the Madras Government at a time when ~~You are~~ who ~~is more concerned with~~ are deeply interested in the development of the Country as a whole rather than safeguarding special interests, ~~is~~ are at the head of the Administration in Madras, and I feel sure you will appreciate ~~in~~ the view-~~point~~ that is being urged by us all along in regard to this matter. ~~The Government of Mysore will be grateful~~ I would be grateful if you will kindly use your good offices to facilitate an early settlement of this longstanding question ~~which will undoubtedly be of immense benefit to the Mysore State as well as to~~ South India.

I shall be glad to furnish you any further particulars which you may wish to have in this connection.

With regards,

Yours sincerely,

(Dewan).

The Hon'ble

Mr.C.Rajagopalachariar,

Prime Minister,

M A D R A S.

C.G.I. with Encls.

CONFIDENTIAL.

Bangalore,

20th February 1938.

CHAMARAJANAGAR-SATYAMANGALAM RAILWAY PROJECT.

My dear Mr Rajagopalachari,

May I take the liberty of troubling you personally on a matter which vitally concerns the welfare of the Mysore State and South India as well, namely, the linking of the southern end of the Mysore State Railway (which now extends up to Chamarajanagar) with the metre gauge system of the South Indian Railway at a convenient place ?

As you are perhaps aware, the question has been engaging the anxious consideration of this Government for a long time past. I enclose for your reference copies of the relevant correspondence on the subject. I understand that a copy of our latest letter dated the 12th January 1938 has been sent by the Residency to the Government of Madras also.

It is a fact which is generally admitted that the linking up of the two railway systems in the manner proposed will have the effect of curtailing the distance by railway between several important centres and of stimulating the trade and economic development of Mysore and other parts of South India. I trust that you will readily see from the papers enclosed that the Government of Mysore have, at every stage of the negotiations, done all that they could possibly do to facilitate an early settlement of the question, and have agreed to undertake heavy responsibilities far in excess of those which in ordinary course could be reasonably expected to be shouldered by them with a view to meeting the objections raised by the Government of India on financial and other grounds.

At the same time, we cannot help feeling that the Government of India have been viewing the scheme as a new commercial venture to be undertaken only in case they are assured not only of a safe return on the fresh capital to be invested but also of an absolute guarantee against losses on existing investments. While conceding that any new line that may be built may have the effect of diverting some traffic from existing lines, it will have

have to be recognised that an absolute safeguarding of the vested interests of particular sections of existing Railways will make it almost impossible for any new extension to be taken up, however desirable it may be in the public interest. A good deal of traffic has already been lost to the railways by failure on the part of the administrations to provide shorter and more direct routes required to meet the growing needs of the public. In the c of the line now under consideration the Government of Mysore have no doubt that the proposed short-circuiting will win back to the Railways a portion of the traffic so lost, and that not only in the interests of the public, but also of the Railways as a whole, it is desirable that the construction of this link should be taken up as early as possible.

I consider it a particularly fortunate circumstance that the matter should have been referred to the Madras Government at a time when you, who are so deeply interested in the development of the country as a whole rather than in safeguarding ~~special~~ vested interests, are at the head of the administration in Madras, and I feel sure that you will appreciate the view that is being urged by us all along in regard to this matter and that you will kindly use your good offices to facilitate an early settlement of this longstanding question. Mysore will never cease to be grateful to you if you can help it to gratify its long-cherished desire to get this extension to the South.

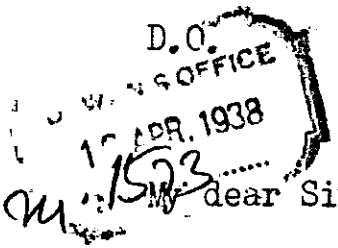
I shall be glad to furnish you with any further particulars which you may wish to have in this connection.

With kind regards,

Yours sincerely,

M V

The Hon'ble
Mr. C. Rajagopalachariar,
Prime Minister,
M A D R A S.



Fort St. George,
April 11, 1938.

My dear Sir Mirza,

Chamarajanagar-Satyamangalam Railway.

Kindly refer to your D.O.C-61 dated 21st February last. The Central Government have not referred the question to this Government. I have had the question examined again. This Government's attitude to the project is the same as the one indicated by Mr. Elwin in his D.O.No.2-415/36 dated 12th January 1937, viz. that this Government will raise no objection to the proposal provided they are not called upon to furnish any financial guarantee.

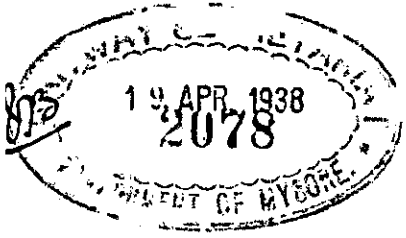
Yours sincerely,

C. Rajagopalachari

No.

19.4.38 MS 19/4

Sir Mirza Ismail, K.C.I.E., O.B.E.,
Diwan of Mysore,
MYSORE.



16/4

The main file regarding the above was submitted to Dewan thro' the Financial Dept. on 2/4/38. If approved this will be recorded.

20/4 23/4

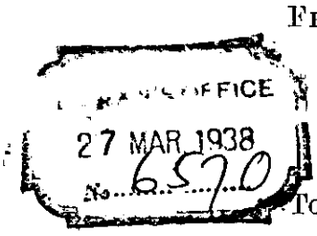
Pol 1610

C. 110

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

R. Dis. No. F.134-38
R.O. II

FROM



THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

Dated Bangalore, 25th March *193* 8.

Proposed Chamarajanagar-Satyamangalam-Mettupalaiyam railway extension.
Your letter No.Pol.760/C.B. dated 12th January 1938.

F

For perusal.

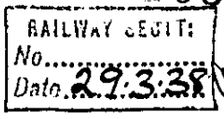
Dewan) 26/3

SIR,

In continuation of letter from this Residency, R.Dis. No.F.134-38(C)/R.O.II, dated the 10th February 1938, I am directed to say that [the Crown Representative, in consultation with the Government of India, considers that the lapse of time since the proposed railway extension was discussed in 1935 renders it still more desirable that new engineering and traffic surveys should be made and that the cost of the surveys which are required primarily to enable the Mysore Government proposal for railway extensions to be considered should be borne by that Government. The Crown Representative regrets that, until the results of the surveys have been examined, no undertaking can be given to the effect that the proposed extension will be sanctioned. In any case, the loss to the existing railways, due to the short-circuiting of traffic, will have to be taken into account when considering the results of the surveys. It is considered essential that the surveys should be conducted by officers selected by the Government of India, though there would be no objection to an officer of the Mysore Government being associated with them.]

27-3-38

1932



29/3

I have the honour to be,
Sir,
Your most obedient servant,

for SECRETARY ~~TO THE RESIDENT~~.

BJ

DEWAN'S OFFICE
No. 490

AGENT'S OFFICE,
MYSORE.

D O No 56
S. Ry

21st July, 1938.

RAILWAY SECTION
22. JUL. 19
147
GOVERNMENT OF

My dear Kesavaiengar,

I enclose herein for your information an extract of a personal letter addressed to me by -- Mr.Sinclair.

Yours sincerely,
Y. Ramachandra Rao

RAILWAY SECTION
No. 441147
Date 22-7-38

B.T.Kesavaiengar,Esq.,B.A.,
Secretary
to the Government of His Highness the Maharaja of Mysore,
Railway Department,BANGALORE.

For perusal.

Dewan)

MS 22/7

HK 22.7.38

RAILWAY SECTION
No. 26-7-38
MYSORE RAILWAY

Subd)

MS 22-7-38

If approved this SOS will be recorded. file

MS 26.7.38

HK 22.7.38

Bakhi/

MS 27/7

HK 27/7/38

Letter dated 21st.June,1938,from Mr.H.D.Sinclair.

* *

* * *

I do hope something will transpire soon about the Satyamangalam Line,although I am not at all -- optimistic naturally that Colam will be able to do anything more towards it than I did and the only -- thing is that constant pressure may make the Government of India and the Railway Board give in.

* * *

EXTRACT.

Bakhi/20.-VII,-1938.

Rol 518 of 28.10.38

To

The Secretary to the Hon'ble
the Resident in Mysore,
Bangalore.

Subject:- Chamarajanagar-Satyamangalam-Mettupalayam Railway Extension.

*****

S i r,

I am directed to invite reference to the correspondence ending with your letter No. R. Dis. F.134-38/R.O. II dated the 25th March 1938 on the above subject.

Slip P.U.D.

The Government of Mysore note with regret that notwithstanding their earnest efforts to impress on the Government of India the desirability of undertaking the construction of the proposed line in the best interests not only of Mysore but of South India as well, they have not been able to persuade the Govt. of India to take a sympathetic view of the matter. This Government, are, however, so firmly convinced of the benefits that would accrue from the proposed extension of the line that they feel they have no alternative but to agree to the proposal, communicated in your letter under reference, to have new engineering and traffic surveys conducted at the cost of this Government in association with an officer of the Mysore Government.

msh in ltr

I am, however, to add that the Government of Mysore are led to agree to the above proposal in the full hope that the results of the

surveys will be such as to justify the construction of the line (in which case the cost of the surveys will be debitable to the capital expenditure of the railway as mentioned in para 2 of your office letter No. F. 72-36/R.O. II dated 22nd June 1936), and that in coming to a final decision in regard to the construction of the line, the Government of India would view the question from the broad standpoint of public utility and would fix the amount of compensation, if any, to be paid to existing lines at as reasonably low a figure as possible and not insist on a very high return on the investment.

The Government of Mysore will be grateful to the Hon'ble the Resident for his good offices in urging the above facts on the attention of His Excellency the Crown Representative and the Government of India and in securing an early and favourable settlement of this long-~~standing~~ pending question which is of such vital importance to the development of Mysore and its surrounding parts.

I have etc.,

14/10

Chief Secretary.

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

Dated, Bangalore, 28 October 1938.

No Pol 518

From

Rajasevaprasaktha
B. T. KESAVAIENGAR, Esq., B. A.,
Chief Secretary to the Government of His Highness the Maharaja of Mysore.

To

H. Trevelyan, Esqr., I.C.S.,
Secretary to the Hon'ble the Resident in Mysore.

Sir,

Chamarajanagar-Satyamangalam-
Mettupalaiyam Railway Extension.

I am directed to invite reference to the correspondence ending with your letter No.R.Dis.F.134-38/R.O.II, dated the 25th March 1938, on the above subject.

The Government of Mysore note with regret, that notwithstanding their earnest efforts to impress on the Government of India, the desirability of undertaking the construction of the proposed line in the interests not only of Mysore but of South India as well, they have not been able to persuade the Government of India to take a sympathetic view of the matter. This Government, are, however, so firmly convinced of the benefits that would accrue from the proposed extension of the line, that they feel they have no alternative but to agree to the proposal, communicated in your letter under reference, to have new engineering and traffic surveys conducted at the cost of this Government in association with an officer of the Mysore Government.

I have the honour to be
Sir,
Your most obedient servant,

28/10

Chief Secretary to Government.

28/10

SUBJECT Chamarajanagar – Satyamangalam – Mettupalaiyam Railway Extension.

Confidential

D.6

No. R. S. 18 Dated 29.10.1938.

To

The General Manager,
M. S. Ry., Mysore

Dear Sir,

With reference to your un-official note no: Rt. 13866, dated 21-6-38, on the above subject, I am directed to forward herewith for information a copy of letter no: Rl: 578, dated 28-10-38 addressed to the Secretary to the Hon'ble the Resident in Mysore, Bangalore, in the matter:

Yours Sincerely,
I have etc.,

MK
29/10
for Secretary for Rys.,
Govt. of Mysore

VB
29/10

S
29/10.

Diary No. of letter replied to

Railway Secretariat

Paras 1 to 10/1 of Note.

Date of Issue

Sd/ H.

Signed by

List of enclosures One

Copied by

Examined by

No. 3589/Encl. one

Bangalore,

6th November 1938.

My dear Sir Guthrie,

With reference to our conversation while I was up at Simla recently on the subject of the proposed Chamarajanagar - Satyamangalam - Mettupalaiyam Railway Extension, I am enclosing for your perusal copy of our communication sent through the Residency agreeing to the proposal to have fresh engineering and traffic surveys of this line conducted at the cost of the Mysore Government by the officers selected by the Government of India in association with an officer of ours. I feel sure that when the matter comes before the Railway Board you will kindly use your good offices to speed up the carrying out of the surveys.

Hoping you are very well and with kindest regards,

Yours sincerely,

Sd. MIRZA M. ISMAIL

The Hon'ble
Sir Guthrie Russell, K.C.I.E.,
Chief Commissioner of Railways,
NEW DELHI.

"COPY"

RAILWAY SECRETARIAT
8 NOV. 1938
GOVERNMENT OF MYSORE.

Sd) may be received.

8/11/38

8/11

Lor 813

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

R. Dis. No. F. 134-38 / R.O. II.

1 NOV. 1938

FROM

THE SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
B a n g a l o r e.

CHIEF SECRETARY, Railways, 14 NOV. 1938, GOVT. OF MYSORE.

Dated Bangalore, the 14 November *1938*.

Proposed Chamrajanagar - Satyamangalam - Mettupalaiyam railway extension.

SIR,

I am directed to acknowledge the receipt of your letter No. Pol.518/CB, dated the 28th October 1938, which has been forwarded to the Political Department. A copy has also been sent to the Government of Madras.

I have the honour to be,

Sir,

Your most obedient servant,

SECRETARY TO THE RESIDENT

Submitted for information.

For Perusal

Rly: Secy

VNS

D.O. No. 516 W.

RAILWAY DEPARTMENT.
(RAILWAY BOARD.)

New Delhi, 15th November 1938.

M 976 r

My dear Sir Mirza,

Many thanks for your letter No. 3589 dated 6th November. As soon as the papers regarding the Chamarajnagar-Satyamangalam-Mettupalaiyam Railway Extension are received from the Political Department these will be dealt with without delay.

With kindest regards,

Yours sincerely,

Sir Mirza M. Ismail, K.C.I.E., O.B.E., C.St.J.
Dewan of Mysore,
Carlton House,
BANGALORE.